

COUNTRY	East Germany	REPORT	
TOPIC	Justerbog Airfield		
EVALUATION		PLACE OBTAINED	
DATE OF CONTENT		DATE PREPARED	19 August 1954
DATE OBTAINED			
REFERENCES			
PAGES	3	ENCLOSURES (NO. & TYPE)	
REMARKS	This is UNEVALUATED		

1. The following air activity and aircraft were observed at Justerbog airfield between 30 June and 20 July 1954:

30 June. Between 0800 and 1230, there was air activity by 8 MiG-15s and U-MiG-15s from the hangars Nos 4 and 5. The aircraft made individual flights of 20 to 25 minutes duration and at intervals of about 30 minutes. After the take-off, the aircraft headed toward Kummersdorf. After 1500, flying was practiced by the MiG-15s and U-MiG-15s from the hangars Nos 9 and 10. Maintenance work was being done on the other aircraft which had been employed for air activity during the morning. The engine of an aircraft [ ] was dismantled, loaded on truck [ ] and then hauled to the repair hanger in the northern section of the hangar area.

1 July. After 0730, 10 MiG-15s and U-MiG-15s were towed from hangars Nos 9 and 10 to the western end of the runway. At intervals of 10 minutes, individual flights of about 10 minutes duration were made up to approximately 1010. After the take-offs, the aircraft headed toward the firing range. After 1000, flights were made in elements of twos heading toward Kummersdorf. Air activity had to be discontinued at 1200 because of rain. An Li-2 [ ] landed at 1400, was parked in front of hangar No 10, and again took off about 1500.

2 July. Three Tu-2s [ ] were parked in hangar No 8.

3 July. After 0730, 16 aircraft from hangars Nos 4 and 5 took off in elements of two and flew in formations of four. After an interval between 1300 and 1500, each of the 16 aircraft made an individual local flight.

5 July. Between 0800 and 0930, two Tu-2s [ ] flew over the firing range, while the towed sleeve targets were attacked by machine guns on the ground. After 2200, a Tu-2 flew over the firing range while the towed sleeve target was illuminated by 3 searchlights and fired at with tracer ammunition.

6 July. At 0600, 22 MiG-15s and U-MiG-15s were towed out of hangars

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Nos 9 and 10 to the eastern end of the runway. The aircraft individually took off and practiced flying in formations of 2, 4 and 8 up to about 1240. At the same time, firing at towed sleeve targets was practiced by MiG-15s and U-MiG-15s. After 1500, 5 MiG-15s and U-MiG-15s flew individually in the vicinity of the field. An aircraft [redacted] had received damage to its landing gear and weapons were being towed to the site in front of hangar No 7. A Il-28 landed at 1645, was refueled in front of hangar No 10, and again took off at 1900.

7 July. During the early morning, 18 MiG-15s and U-MiG-15s were towed from hangars Nos 4 and 5 to the eastern end of the runway. The aircraft made individual flights of 20 to 25 minutes duration between 0700 and about noon. After 1500, each of the 18 aircraft made a local individual flight of about 15 minutes duration.

8 July. In spite of rain, MiG-15s and U-MiG-15s were individually towed out of the hangars Nos 4 and 10 and alternately made local flights of about 15 minutes duration. Air activity was discontinued at 1300.

9-21 July. No flights were made because of continuous rain.

14 July. After 0900, 18 MiG-15s and U-MiG-15s were towed out of hangars Nos 9 and 10 to the eastern end of the runway. Up to 1600, individual flights and flights in formations of 2, 3 and 9 aircraft were made. The aircraft took off individually and in elements of two in echelon to the rear. Firing at towed sleeve targets was practiced by MiG-15s and U-MiG-15s at an altitude of about 500 meters mostly over the firing range. The exercise by 3 aircraft lasted 20 to 25 minutes. During the air activity, maintenance work was under way on MiG-15s and U-MiG-15s [redacted] in front of the hangars Nos 4 and 5. The engines were shortly run up.

15 July. There was air activity by 20 MiG-15s and U-MiG-15s from the hangars Nos 4 and 5. Maintenance work was being done on aircraft parked in front of hangars Nos 9 and 10. An aircraft with the red No 666 was parked in front of hangar No 4.

16 July. Three MiG-15s and U-MiG-15s each from the hangars Nos 4, 5, 9 and 10 made individual flights. Each aircraft circled twice over the field for about 15 minutes duration.

17 July. Between 0530 and 0800, individual flights were made by 12 MiG-15s and U-MiG-15s from the hangars Nos 4 and 5. At 0800, air activity was discontinued because of rain.

20 July. After 0800, 20 MiG-15s and U-MiG-15s from hangars Nos 9 and 10 made flights in formations of 2, 4 and 8 in the vicinity of the field. Each flight lasted about 20 minutes. Each aircraft took off 3 or 4 times. The aircraft [redacted] flew in almost every formation and also made some local individual flights.

Almost every day during the period under review, either in the early morning, around noon or after 2100, Tu-2s towed sleeve targets which were attacked presumably by light AA guns. 1

2. On 1 July, a railroad tank<sup>car</sup> holding about 15,000 liters was being emptied aft of hangar No 8. On 17 July, 8 tank cars, including 3 holding 15,000 liters each and 5 with 22,000 liters each, moved to the fuel dump.
3. In early July, 24 trucks of the AA unit were parked in two sheds of the Malterhausen farm. The AA unit previously quartered in the Neues Lager tent camp was transferred allegedly to Neuheim. 2

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